2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 138

City of Winchester

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

							City of Wir	ncnester								
Route		Length	AADT	QA	4Tire	Bus		Truck Axle 1Trai		- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
city of Winchester							ZAXIC 3T	AXIC IIIai	ZIIali		i actor		i actor			
					From:		50, US 522 Pa	•								
7 Boscawen St	t	0.18	3300	G	89%	1%	2% 5	5% 3%	0%	С	0.082	F		3600	G	2003
	Combined	Traffic:	11000	G	89 <u>%</u>	1%		5% 3%	0%	F	NA			12000	G	
					To: From:		US 11 Can									
7 11 Camer	on Ct	0.17	12000	G	89%	2%	Boscaw 40/		0%	F	0.086	F		12000	G	2003
7 11 Camer		0.17	12000	G	0970	270	4% 5	5% 1%	070	Г		Г		12000	G	2003
	Combined	i rattic:	NA		To:		D: J:1	l C4			NA			NA		
-					From:		Piccadil US 11 Can									
7 Piccaddilly S	t	0.18	11000	G	96%	1%		l% 1%	1%	С	0.088	F	0.538	12000	G	2003
1)					To:		East L									
					From:		Piccadil									
7 East Lane		0.02	10000	G	95%	1%	2% 1	1%	0%	F	0.095	F	0.513	11000	G	2003
					To:		Fairfax	Lane								
_					From:		Highland	l Ave								
7 National Ave		0.32	13000	G	96%	1%	2%	1%	0%	С	0.085	F	0.604	14000	G	2003
					To	1	38-5213 Pleasa	nt Valley Rd								
7 Berryville Ave	Э	0.79	17000	G	95%	1%		1% 1%	0%	С	0.081	F	0.554	19000	G	2003
	-			•	, F	. 70				-		•			-	_550
	_	0.10	20000		From:	407	Ross		00/		0.4		0.000	00000	^	0000
7 Berryville Ave	e	0.16	30000	G	95%	1%		1%	0%	F	0.1	F	0.603	33000	G	2003
<u> </u>					10.		ECL Winche									
_ ~~					From:		US 50 Bose	eawen St								
7 (522) Braddo	ock St	0.17	NA								NA			NA		
	Combined	Traffic:	NA								NA			NA		
					To:		Piccadil	ly St								
					From:		Braddo					_			_	
了)Piccadilly St		0.18	7300	G	89%	1%		5% 3%	0%	F	0.086	F		7900	G	2003
	Combined	Traffic:	11000	G	89 <u>%</u>	1%	2% 5	5% 3%	0%	F	NA			12000	G	
					To:		SR 7 Cam	eron St								
					From:		SCL Win	chester								
11 Valley Ave		1.37	16000	G	95%	0%	2%	l% 1%	0%	С	0.084	F	0.506	18000	G	2003
					To:		MC J.H.	D.J.								
Valley Ave		0.12	22000	G	From: 95%	0%	Middle 1% 1	% 2%	0%	F	0.089	F	0.575	24000	G	2003
11 Valley Ave		0.12	23000	G	95%	0%	1 70	170 270	076	Г	0.069	Г	0.575	24000	G	2003
~~~					From:		Weems	Lane								
11 Valley Ave		0.67	18000	G	95%	0%	1% 1	1% 2%	0%	F	0.085	F	0.511	19000	G	2003
<b>→</b>					To:		Bellviev	Ave	1							
11 Valley Ave		0.59	14000	G	97%	0%		1%	0%	С	0.088	F	0.626	15000	G	2003
11)				•	J. 70	270				-		•			-	_550
~~,		0.00	0000		From:	001	US 11 Par Bi				0.000	_		0500	^	000
11) Valley Ave		0.09	3200	G	96%	0%		% 2%	0%	F	0.096	F		3500	G	2003
~	Combined	Traffic:	14000	G	92%	1%		2% 1%	0%	F	NA			15000	G	
					To: From:		Gerrar		-							
Cornand Ct		0.40	15000	_		00/	Valley		00/	_	0.070	_	0.674	16000	C	2002
11) Gerrard St		0.10	15000	G	96% To:	0%			0%	F	0.078	F	0.671	16000	G	2003
					From:		US 50 Ge									
11 Cameron St		0.53	6000	G	89%	2%		5% 1%	0%	С	0.082	F		6500	G	2003
11 Cameron St	Combined											'				2000
	Combined	папіс:	15000	G	93%	1%	3% 2	2% 1%	0%	С	NA			16000	G	
					From:		Boscaw									
11 Cameron St		0.17	12000	G	89%	2%	4% 5	5% 1%	0%	F	0.086	F		12000	G	2003
~	Combined	Traffic:	NA								NA			NA		
					To:		Piccadil	ly St		_						
11 Cameron St		0.83	4100	G	96%	0%		% 2%	0%	С	0.089	F		4400	G	2003
11 Cameron St												ı				2003
	Combined	i raffic:	9500	G	96%	0%	1% 1	1% 2%	0%	С	NA			10000	G	
					To: From:		US 11 Par, L	oudoun St								
11 Martinsburg	Pike	0.31	13000	G	95%	0%		1% 2%	0%	С	0.089	F	0.542	14000	G	2003

							City of	vvinches	ster								
Route	l	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Winchester							2,000	0 -7 040	rrian	2110		1 dotoi		1 dotoi			
~~ 5 0.		0.00	44000	_	From:	00/		Valley Av		20/	_	0.000	_	0.70	40000	_	0000
Braddock St		0.09	11000	G	90%	2%	5%	2%	1%	0%	F	0.093	F	0.78	12000	G	2003
	Combined 7	I raffic:	14000	G	92%	1%	4%	2%	1%	0%	F	NA			15000	G	
M Drodde	al. Ct	0.50	0000		From:	40/		errard St	40/	00/		0.004	_		0400		2002
[11] [50] Braddo		0.53	8600	G	96%	1%	2%	0%	1%	0%	С	0.094	F		9400	G	2003
	Combined 7	ı ramıc:	15000	G	93%	1%	3%	2%	1%	0%	С	NA			16000	G	
~ Dreadele	al. Ct	0.47	NIA		From:		Bos	scawen St				NIA			NIA		
1,1 (522) Braddo	Combined	0.17	NA									NA NA			NA NA		
	Combined	i i aiiic.	NA					177. 0				INA			INA		
11 Braddock St		0.36	3100	G	From: 90%	2%	Pic 5%	cadilly St 2%	1%	0%	С	0.094	F		3300	G	2003
11 Braddock St	Combined 7		7200	G	90%	1%	3%	2% 1%	1%	0%	C	0.094 NA	г		7800	G	2003
	Combined	i i aiiic.	7200	G	54 /6 To:	1 /0		orth Ave	1 /0	0 /0	C	INA			7000	G	
~~					From:			addock St									
11 North Ave		0.03	500	G	95%	1%	2%	1%	1%	0%	С	0.119	F	0.767	540	G	2003
	Combined 7	Traffic:	NA		_							NA			NA		
					To: From:			orth Ave									
Loudoun St		0.30	4900	G	96%	1%	1%	2%	0%	0%	С	0.095	F	0.82	5200	G	2003
<u></u>	Combined 7	Traffic:	9000	G	96%	0%	1%	1%	1%	0%	С	NA			9700	G	
					To:		v	Vyck St									
Loudoun St		0.24	5400	G	96%	0%	1%	1%	2%	0%	С	0.089	F	0.809	5800	G	2003
.b')	Combined 7	Traffic:	9500	G	96%	0%	1%	1%	2%	0%	С	NA			10000	G	
					To:		US 11	Cameron	St								
					From:		ECL	Wincheste	r								
17 (50) Millwoo	od Ave	0.09	26000	G	96%	0%	1%	1%	1%	0%	С	0.083	F	0.622	28000	G	2003
$\downarrow \downarrow \downarrow$					To:	Μ-		I-81	. Cl								
17) (50) Jubal E	Early Drive	0.05	26000	G	96%	0%	1%	Jurisdiction 1%	1%	0%	С	0.083	F	0.622	28000	G	2003
17) (30) 3030 2	-a,	0.00		•	Tai				.,,			0.000	•	0.022			
17 50 Millwoo	nd Ave	0.86	17000	G	97%	0%	2%	al Early Dr 0%	1%	0%	С	0.087	F	0.521	19000	G	2003
17) [50] Millwoo	)	0.00	17000	•	To:	070		Cameron		070	Ü	0.007	•	0.021	10000	Ü	2000
					From:			Wincheste									
50 Amherst St		0.64	20000	G	98%	1%	1%	1%	0%	0%	F	0.087	F	0.603	22000	G	2003
<u> </u>					To:		1	Fox Dr									
50 Amherst St		0.75	17000	G	98%	1%	1%	1%	0%	0%	С	0.085	F	0.518	19000	G	2003
30)					To:			scawen St									
~~				_	From:	407		nherst St	401	10/			_		4=000		
50 Boscawen St	•	0.37	16000	G	95% To:	1%	1%	1%	1%	1%	С	0.086	F	0.515	17000	G	2003
					From:			addock St scawen St									
50 Braddock St		0.53	8600	G	96%	1%	2%	0%	1%	0%	С	0.094	F		9400	G	2003
	Combined 7	Traffic:	15000	G	93%	1%	3%	2%	1%	0%	С	NA			16000	G	
					To:			errard St									
50 Gerrard St		0.07	11000	G	96%	1%	2%	addock St 0%	1%	0%	F	0.082	F	0.612	12000	G	2003
50 Gerrard St		0.07	11000	G	90 /6	1 /0			1 /0	0 /0	'	0.002		0.012	12000	G	2003
	4 C+	0.40	15000		From:	00/		alley Ave	20/	00/		0.070		0.674	16000		2000
50) (11) Gerrare	u Ol	0.10	15000	G	96% To:	0%	1% US 11	1% Cameron	2% St	0%	F	0.078	F	0.671	16000	G	2003
					From:			meron St									
60 Millwood Ave		0.86	17000	G	97%	0%	2%	0%	1%	0%	С	0.087	F	0.521	19000	G	2003
$\checkmark$					To		Rı	ıs US 50									
50 Jubal Early D	rive	0.09	26000	G	96%	0%	1%	1%	1%	0%	С	0.083	F	0.622	28000	G	2003
,					To:			I-81									
50 Millwood Ave		0.09	26000	G	From: 96%	0%	1%	1%	1%	0%	С	0.083	F	0.622	28000	G	2003
30)				-	To:	- / •		Wincheste			•	2.303	•	<b></b>		-	_000
<u> </u>					To:		ECL	Wincheste	г								

Social St							City Oi	VV II ICI IC	SICI								
City of Millwood Ave   0.09   26000   G	Route	Length	AADT	QA	4Tire	Bus				 2Trail	- QC		QK		AAWDT	QW	Year
Second   Proceedings   Second   Second   Proceedings   Second   Second   Proceedings   Se	City of Winchester				From:					1							
Combined Traffic	Prodded St	0.17	NIA		<u> </u>		DOS	scawen St				NIA			NΙΛ		
Piccadility St	50 522 Braddock St																
Piccadilly St	Combin	ed Traffic:	NA									NA			NA		
Piccadilly St																	
Combined Traffic:   11000   G   889%   196   296   596   396   096   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   196   1																	
Combined Traffic: 11000   G   88%   1%   2%   8%   8%   8%   9%   9%   1%   1%   1%   1%   1%   1	{ 50 } ( 7 ) Piccadilly St	0.18	7300	G	89%	1%	2%	5%	3%	0%	F	0.086	F		7900	G	2003
The canon St		ed Traffic:	11000	G	89%	1%	2%	5%	3%	0%	F	NA			12000	G	
Section   Combined Traffic: NA   Section   Section   Combined Traffic: NA   Section   Section   Combined Traffic: NA   Section   Sect					To:		Car	meron St									
South   Combined Traffic:   NA					From:		Pic	cadilly St									
Second   Combined Traffic   Second	∫ ₅₀ ∖ ∫ ₁₁ \ Cameron St	0.17	12000	G	89%	2%	4%	5%	1%	0%	F	0.086	F		12000	G	2003
Second   Combined Traffic:   15000   G   89%   2%   4%   5%   1%   0%   C   0.082   F   6500   G   2003		ed Traffic:	NA									NA			NA		
Second   Combined Traffic:   15000   G   89%   2%   4%   5%   1%   0%   C   0.082   F   6500   G   2003					To:		D	Cı		1							
Combined Traffic:   15000   G   93%   1%   3%   2%   1%   0%   C   NA   16000   G		0.50	0000	_		00/			40/	00/	_	0.000	_		0500	_	0000
North   Nort	(90) (11)			G									F				2003
North   O.07   28000   A   78%   1%   1%   19%   19%   19%   1%   C   0.096   A   28000   A   2003	Combin	ed Traffic:	15000	G		1%	3%	2%	1%	0%	С	NA			16000	G	
Combined Traffic:   Section   Sect					To:		US 50	Gerrard S	St								
81	North				From:		SCL	Wincheste	r								
Combined Traffic   Settle   A   77%   1%   1%   1%   19%   19%   1%   C   0   A   0.534   57000   A		0.07	28000	Α	78%	1%				1%	С	0.096	Α		28000	Α	2003
SOUTH   SOUT														0.524			_500
South	Combin	ieu Hallic:	50000	A		170				170	C	U	А	0.534	37000	А	
Combined Traffic:   56000   A   77%   1%   2%   1%   19%   1%   C   0.097   A   29000   A   2003							NCL	vv incheste	1								
Combined Traffic:   Section   A   77%   1%   1%   1%   19%   1%   19%   1%   0	South		· · · · ·		From:		SCL	Wincheste	r							-	
Combined Traffic:   S6000   A   77%   19%   19%   19%   19%   19%   C   0   A   0.534   57000   A	(81)	0.07	28000	Α	77%	1%	2%	1%	19%	1%	С	0.097	Α		29000	Α	2003
Second   S		ed Traffic:	56000	Α	77%	1%	1%	1%	19%	1%	С	0	Α	0.534	57000	Α	
Second   S					To:		NCL	Wincheste	r								
Second   S					From:					1							
Second   S		0.00	00000	_		00/				00/	_	0.000	_	0.000	00000	0	0000
Maintenance Jurisdiction Change   Color   Co	522 \ 50 \ Millwood Ave	0.09	26000	G	_	0%	1%		1%	0%	C	0.083	F	0.622	28000	G	2003
Second   S	<del>***</del>																
Second   S	~~~	0.05		_						00/	_	0.000	_	0.000	00000	_	0000
Second   S	522 \ 50 \ Jubai Early Driv	e 0.05	26000	G		0%				0%	C	0.083	F	0.622	28000	G	2003
Second   S	<b>*</b>																
Table   Tabl	~~~			_		201			40/	201	_		_		40000		
Table   Cameron St   0.53   6000   G   89%   2%   4%   5%   1%   0%   C   0.082   F   6500   G   2003	522 \ \ 50 \ Millwood Ave	0.86	17000	G		0%			1%	0%	C	0.087	F	0.521	19000	G	2003
Summer	<b>*</b>																
Combined Traffic:   15000   G   93%   1%   3%   2%   1%   0%   C   NA   16000   G	~~~																
Second   S	522 \ \ 11 \ Cameron St	0.53	6000	G	89%	2%	4%	5%	1%	0%	С	0.082	F		6500	G	2003
Second   S	Combin	ed Traffic:	15000	G	93%	1%	3%	2%	1%	0%	С	NA			16000	G	
Cameron St   0.17   12000   G   89%   2%   4%   5%   1%   0%   F   0.086   F   12000   G   2003					To		Dan	CONTON C+									
Second   S	~~~ C C'	0.47	42000			20/			40/	00/		0.000	Г		12000		2002
SR 7 Piccadilly St	022 ) ( 11 )			G	89%	2%	4%	5%	1%	υ%	۲		۲			G	2003
Signature   Sign	Combin	ed Traffic:	NA									NA			NA		
Figure   F																	
Combined Traffic: 11000 G 89% 1% 2% 5% 3% 0% F NA 12000 G	~~~																
Combined Traffic: 11000 G 89% 1% 2% 5% 3% 0% F NA 12000 G	522 \ 7   Piccadilly St	0.18	7300	G	89%	1%	2%	5%	3%	0%	F	0.086	F		7900	G	2003
Signature   Sign	Combin	ed Traffic:	11000	G	89%	1%	2%	5%	3%	0%	F	NA			12000	G	
Signature   Sign						-				<del>-</del>							
Fairmont Ave 0.22 6800 G 94% 1% 3% 2% 1% 0% F 0.090 F 0.629 7400 G 2003    Secondary Column	Piece-dilli-Of	0.40	F000	_		401					_	0.000	-	0.040	0.400		0000
From Piccadilly St  522 Fairmont Ave  0.22 6800 G 94% 1% 3% 2% 1% 0% F 0.090 F 0.629 7400 G 2003  To Commercial St  522 Fairmont Ave  0.55 12000 G 94% 1% 3% 2% 1% 0% C 0.094 F 0.683 13000 G 2003  To NCL Winchester  From US 522, US 11 Cameron St  522 111 Gerrard St  0.10 15000 G 96% 0% 1% 1% 2% 0% F 0.078 F 0.671 16000 G 2003  To US 11 Valley Ave  522 500 Gerrard St  0.07 11000 G 96% 1% 2% 0% 1% 0% F 0.082 F 0.612 12000 G 2003	522 Piccadilly St	0.19	5900	G		1%			1%	υ%	F	0.093	۲	0.619	6400	G	2003
Fairmont Ave 0.22 6800 G 94% 1% 3% 2% 1% 0% F 0.090 F 0.629 7400 G 2003    Second Seco	~																
Separate	~~~			_		401			407	001	_	0.000	_	0.000	7.00	_	0000
522         Fairmont Ave         0.55         12000         G         94%         1%         3%         2%         1%         0%         C         0.094         F         0.683         13000         G         2003           To NCL Winchester           From US 522, US 11 Cameron St           522         11         Gerrard St         0.10         15000         G         96%         0%         1%         2%         0%         F         0.078         F         0.671         16000         G         2003           522         50         Gerrard St         0.07         11000         G         96%         1%         2%         0%         F         0.082         F         0.612         12000         G         2003	522   Fairmont Ave	0.22	6800	G	94%	1%	3%	2%	1%	0%	F	0.090	F	0.629	7400	G	2003
522         Fairmont Ave         0.55         12000         G         94%         1%         3%         2%         1%         0%         C         0.094         F         0.683         13000         G         2003           To NCL Winchester           From US 522, US 11 Cameron St           522         11         Gerrard St         0.10         15000         G         96%         0%         1%         2%         0%         F         0.078         F         0.671         16000         G         2003           522         50         Gerrard St         0.07         11000         G         96%         1%         2%         0%         F         0.082         F         0.612         12000         G         2003	<b>~</b>				To:		Com	mercial St		1							
To   NCL Winchester	Fairmont Ave	0.55	12000	G		1%				0%	C	0 094	F	0.683	13000	G	2003
Total   Frame	322) · SIOII. / 140	0.00	000	•		1 /0				370	9	5.004	•	0.000	.0000	0	_000
522 11 Gerrard St 0.10 15000 G 96% 0% 1% 1% 2% 0% F 0.078 F 0.671 16000 G 2003  1522 500 Gerrard St 0.07 11000 G 96% 1% 2% 0% 1% 0% F 0.082 F 0.612 12000 G 2003																	
522 50 Gerrard St 0.07 11000 G 96% 1% 2% 0% 1% 0% F 0.082 F 0.612 12000 G 2003	~~ ~																
522 50 Gerrard St 0.07 11000 G 96% 1% 2% 0% 1% 0% F 0.082 F 0.612 12000 G 2003	522 \ 11 \ Gerrard St	0.10	15000	G	96%	0%	1%	1%	2%	0%	F	0.078	F	0.671	16000	G	2003
522 50 Gerrard St 0.07 <b>11000 G</b> 96% 1% 2% 0% 1% 0% F 0.082 F 0.612 12000 G 2003					To		IIC 11	Valley A-	70								
·D= / \ ··· /	~~~ C~~~~ O*	0.07	44000		From:	40/				00/		0.000	_	0.040	10000		2000
10c Braddock St	522 (50) Gerrard St	0.07	11000	G		1%			1%	υ%	F	0.082	۲	0.612	12000	G	2003
	~ ~				To:		Bra	iddock St									

						City of Winch	iester								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Winchester						27000 0 700	io i i i i i	2110		1 40101		1 40101			
Draddad, Ct	0.50	0000	•	From:	40/	Gerrard St		00/	0	0.004	_		0400	0	2002
522 50 Braddock St	0.53	8600	G	96%	1%	2% 0%		0%	С	0.094	F		9400	G	2003
Combined	u Tramc:	15000	G	93%	1%	3% 2%		0%	С	NA			16000	G	
Draddack Ct	0.17	NA		From:		US 50 Boscaw	en St			NIA			NIA		
Braddock St	0.17	NA NA								NA			NA NA		
Combined	u Hailic.	NA		To:		US 522 Piccadi	lly St			NA			NA		
				From:		Pleasant Valle									
1 Woodstock Ln	0.63	1800	G	95%	1%	2% 2%	1%	0%	С	0.090	F	0.566	2000	G	2003
				To:		ECL Winches									
				From:		Berryville A	ve								
2 Fort Collier Drive	0.16	7300	G	91%	1%	2% 2%	3%	0%	С	0.083	F	0.507	7900	G	2003
<u>-</u>				To:		NCL Winche	ster								
				From:		Handley Blv	⁄d								
3 Washington St	0.64	4400	G	97%	1%	2% 0%	0%	0%	С	0.096	F	0.626	4800	G	2003
				To:		Piccadilly S	St								
$\sim$				From-		Braddock S									
4 Handley Blvd	80.0	12000	G	97%	1%	2% 0%	0%	0%	F	0.095	F	0.545	13000	G	2003
				To:		Washington									
O				From:		Valley Ave									
5 Tevis Ave	0.21	8300	G	99% To:	0%	0% 0%	0%	0%	С	0.085	F	0.542	8900	G	2003
		-				Cedarmeade A	Ave								
Codermondo Ava	0.55	4600	_	From:	20/	Tevis St	1%	00/	_	0.142	_	0.575	1700	0	2002
6 Cedarmeade Ave	0.55	1600	G	93% To:	2%	3% 2% Papermill R		0%	С	0.143	F	0.575	1700	G	2003
				From:											
7 Jubal Early Dr	0.65	5100	G	97%	1%	Handley Av 2% 0%		0%	F	0.093	F	0.651	5600	G	2003
7 Jubal Early Dr	0.00	3100	Ü	57 70	1 /0			070	•	0.000		0.001	3000	J	2000
Lubal Farly Dr	1 12	40000	G	From:	10/	US 11 Valley A				0.002	F	0.505	21000	G	2002
7 Jubal Early Dr	1.13	19000	G	97% To:	1%	2% 0% US 50	0%	0%	F	0.083	Г	0.505	21000	G	2003
				From:			-4								
5200) Cedar Creek Grade	0.52	12000	G	96%	0%	WCL Winche		0%	С	0.095	F	0.625	13000	G	2003
Cedar Creek Grade	0.52	12000	Ü	5070	070			070	O	0.000	'	0.020	13000	J	2000
5200) Weems Ln	0.50	12000	F	98%	0%	Valley Ave	0%	0%	С	0.160	F	0.513	12000	F	2003
Weems Ln	0.50	12000	г	90 70 To:	070	Papermill R		0%	C	0.100	Г	0.513	13000	Г	2003
				From:											
Middle Rd	1.01	4000	G	92%	1%	Valley Ave		0%	С	0.092	F	0.612	4300	G	2003
Middle Rd	1.01	4000	Ü	To:	1 /0	WCL Winche		070	O	0.002	'	0.012	4000	J	2000
				From:		US 50		i							
5203) Fox Dr	0.86	3600	G	96%	1%	1% 2%	1%	0%	С	0.104	F	0.566	3900	G	2003
3203)				To:		NCL Winche									
				From:		US 11 Camero	n St								
5204) Cork St	0.08	9200	G	98%	1%	1% 1%		0%	F	0.090	F	0.518	10000	G	2003
				To-		Kent St									
5204) Cork St	0.48	11000	G	98%	1%	1% 1%	0%	0%	F	0.088	F	0.539	12000	G	2003
						38-5213 Pleasant V									
Senseny Rd	0.44	11000	G	From: 98%	1%	1% 1%		0%	С	0.089	F	0.535	12000	G	2003
5204	0.77		•	To:	. 70	ECL Winches		7,0	J	0.000	•	0.000	000	9	_000
				From:		Fairmont Av		1							
			_	93%	0%	3% 2%		0%	С	0.102	F	0.576	4800	G	2003
5206) Commercial St	0.29	4400	G	33 /0	U /0	J/0 Z/11	Z /0						+000	U	
Commercial St	0.29	4400	G	To:	0 70	Cameron S			Ü	0.102	'	0.070	4000	J	
Commercial St	0.29	4400	G		070	Cameron S	t			0.102		0.070			
Commercial St  Shawnee Dr	0.29	5100	G G	To:	1%		t	0%		0.086		0.546	5500		2003

						City of Winch	estei								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Winchester				-											
Danarmill Dd	0.06	44000	_	From:	00/	SECL Winches	1%	00/	0	0.007	F	0.51	12000	0	2002
Papermill Rd	0.86	11000	G	97%	0%	1% 0%	170	0%	С	0.087	Г	0.51	12000	G	2003
	0.04			From:	00/	Pleasant Valley				0.005		0.554	0500		0000
Papermill Rd	0.64	6000	F	98%	0%	1% 0%	1%	0%	С	0.085	F	0.551	6500	F	2003
				From:		Weems Ln									
5209 Loudoun St	0.58	14000	F	98%	0%	1% 0%	0%	0%	С	0.089	F	0.537	16000	F	2003
_				To- From:		Commerce S	t	-							
Loudoun St	0.57	6700	G	97%	0%	1% 1%	0%	0%	С	0.097	F	0.512	7200	G	2003
<u> </u>				To:		Gerrard St									
				From:		Papermill Re									
Pleasant Valley Rd	1.22	20000	G	95%	0%	2% 2%	1%	0%	С	0.081	F	0.541	22000	G	2003
				To: From:		Jubal Early Dr	ive	ŀ							
Pleasant Valley Rd	0.36	25000	G	95%	0%	2% 2%	1%	0%	F	0.087	F	0.554	27000	G	2003
				To		Millwood Av	ie.	1.							
Pleasant Valley Rd	0.91	23000	G	98%	0%	1% 0%	0%	0%	С	0.081	F	0.526	25000	G	2003
Pleasant Valley Rd	0.36	19000	G	From: 95%	0%	2% 2%	1%	0%	F	0.080	F	0.546	21000	G	2003
Pleasant Valley Rd	0.30	19000	G	93 /6 To:	0 /0	Berryville Av		0 /0		0.000		0.540	21000	G	2000
				From:											
Smithfield Ave	0.63	2800	G	93%	1%	National Av	1%	0%	С	0.094	F	0.573	3000	G	2003
Smithfield Ave	0.00	2000	G	To:	1 /0	NCL Winches		070	C	0.034	•	0.575	3000	J	2000
				From:											
2nd Street		240	G	r tolli.		Cedarmeade A	ive			0.141	F		260	G	2003
Ziid Otieet		240	G	To:		Summit Ave	<u> </u>			0.141	•		200	J	200
				From:				<u>.</u>							
Amherst St		4300	G			Boscawen S	ι			0.087	F		4600	G	2003
Ailliast St		4300	G	To:		Braddock S	·			0.007	•		4000	J	200
				From:											
Battaile Dr		1200	G	110		Shawnee Di				0.105	F		1300	G	2003
Dattaile Di		1200	G	To:		SCL Winches	ter			0.103	•		1300	J	200
				From:											
Beachcroft Rd		200	G			Wentworth I	r			0.107	F		220	G	2003
Deachcroft Nu		200	G	To:		Oakwood C	k	1		0.107			220	G	200
				From:				L							
Bellview Ave		1200	G	110111		Valley Ave				0.089	_		1300	G	2003
Deliview Ave		1200	G	To:		Lewis St				0.009	•		1300	G	2000
				From:											
Bond St		260	G	FIOIII.		Loudoun St				0.096	_		280	G	2003
Bond St		200	G	To:		Cameron St		1		0.090	•		200	G	2000
				From:				-							
Braddock St		700	G	riont.		Jackson Ave	;			0.095	F		760	G	2003
DIAUUUUN SI		100	J	To:		Locust Ave				0.093	-		700	J	2000
				From:				1							
Branner Ave		380	G	. 15/III.		Ridge Ave				0.115	E		410	G	2003
Dialille AVC		300	J	To:		Isaac St				0.110	1.		410	G	200
				From:				I							
Butler Ave		240	G			Green St				0.096	F		260	G	2003
Dutiel AVE		4 <del>-1</del> 0	J	To:		Beau St				0.090	-		200	J	200
				Ere											
Carolina Ct		250	_	From:		Old Fort Rd	Į.			0 4 4 5	г		200	C	200
Caroline St		250	G	To:		Mi Cr				0.145	۲		280	G	2003
						Marion St									
0			_	From:		Whitlock Av	e			0.00:	_		050	_	000
Commerce St		600	G	т		6 4 1 -				0.091	F		650	G	2003
				To:		Southwerk S	4								

				City of Winchester							
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Winchester			From:	Bruce St							
Dunlap St	220	G		Bluce St		0.123	F		240	G	2003
•			Tn·	WCL Winchester							
			From:	S. Loudoun St							
E. Southwerk St	2000	G	To:	C. C		0.115	F		2200	G	2003
			From:	S. Cameron St  Frederick Ave							
Elm St	3900	G		Frederick Ave		0.103	F		4200	G	2003
			To:	Woodland Ave							
			From:	Grove St							
Euclid Ave	490	G	. —			0.138	F		530	G	200
			To:	Woodstock Ln							
Glaize Ave	260	G	From:	S.Loudoun St		0.12	F		280	G	200
Glaize Ave	200	G	To:	Dead End		0.12	Г		200	G	200.
			From:	Whitlock Ave							
Handley St	640	G		······································		0.118	F		690	G	200
			To:	Sheridan St							
			From:	Papermill Rd							
Imperial St	200	G	т.,			0.141	F		220	G	200
			From:	Superior Ave							
Jackson Ave	430	G	r ioni.	Braddock St		0.092	F		470	G	200
odokoon7 wo		•	To:	Pennsylvania Ave		0.002	•			Ū	200
			From:	Beau St							
Kent St	890	G				0.098	F		970	G	200
			To:	WCL Winchester							
Kent St	6400	G		Boscawen St		0.096	F		6900	G	200
			To:	Philpot St							
			From:	Parkway Ave							
Leicester St	500	G				0.088	F		540	G	200
			To:	Shawnee Ave							
Marion St	330	G	From:	Branner Ave		0.105	F		360	G	200
Manon St	330	G	To:	Caroline St		0.103			300	G	200
			From:	Hockman Ave							
Massanutten Terrace	580	G				0.126	F		630	G	200
			To:	Middle Rd							
			From:	Elm St							
Orchard Ave	230	G	To:	ECL W. 1		0.113	F		250	G	200
			From:	ECL Winchester							
Parkway Ave	1000	G	FIOIII.	Pall Mall St		0.112	F		1100	G	200
1 anway 7 We	1000	Ū	To:	Leicester St		0.112	•		1100	Ü	200
			From:	Richards							
Pennsylvania Ave	590	G				0.099	F		640	G	200
			To:	Jackson Ave							
Davidson Ot		_	From:	Fairmont Ave		0.440	_		F00		000
Peyton St	540	G	To	Braddock St		0.146	F		580	G	200
			From:	Dead End							
Pleasant Valley Rd	420	G		Dead End		0.119	F		450	G	200
			To:	Cedarmeade Ave							
			From:	Cork St							
Purcell Ave	2100	G				0.12	F		2300	G	200
			To:	Grove St							

				Oity C	N WILLCHESI	OI .								
Route	Length AADT	QA	4Tire	Rue	Truc e 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ty of Winchester			_											
			From:	M	illwood Ave									
S.Kent St	1200	G		-					0.11	F		1300	G	2003
			In-		outhwerk St									
0 1 5	440	_	From:	D	ulles Circle				0.440	_		400	_	0000
Saratoga Dr	440	G	To:		Lake Dr				0.119	F		480	G	2003
			From:	T										
Shenandoah Ave	800	G	rioni.		Leicester St				0.088	F		860	G	2003
Sheriandoan Ave	000	J	To:		Cork St				0.000	'		000	U	200
			From:	1	Handley St									
South Werk St	480	G	<u> </u>		randicy St				0.098	F		520	G	2003
			To:		Ivy St									
			From:		Wolfe St									
Stewart St	9200	G	<u> </u>						0.091	F		10000	G	200
			To:	В	Soscawen St									
			From:		2Nd St									
Summit Ave	160	G					•		0.138	F		170	G	2003
			To:		1St Street									
			From:	J	efferson St									
Tennyson Ave	520	G	-						0.122	F		570	G	2003
			To-	I	Leicester St									
			From:	В	Soscawen St									
Washington St	4100	G	To:		A 1 . C.				0.094	F		4400	G	2003
			10.		Amherst St									
Wentworth Dr	1300	G	From:	A	pplecroft Rd				0.128	F		1400	G	2003
wentworth Di	1300	G	To:	R _i	eachcroft Rd				0.126	Г		1400	G	200
			From:											
Whitter Ave	750	G	110		Wood Ave				NA			790	G	2003
William 7 WC	700	Ŭ	To:		Ridge Ave				147 (			700	Ü	200
			From:		Vhitter Ave		Ì							
Wood Ave	730	G	<u> </u>		,				0.101	F		790	G	2003
			To:		Lanny Dr									
			From:		Pine St									
Woodland Ave	1100	G							0.100	F		1200	G	2003
			To:		Elm St									
			From:	I	Loudoun St									
Wyck St	3700	G							0.103	F		4000	G	2003
			To:	E	Braddock St									